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Hongkong, 8th March, 1905.

[a680]

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[a679]

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[a241]

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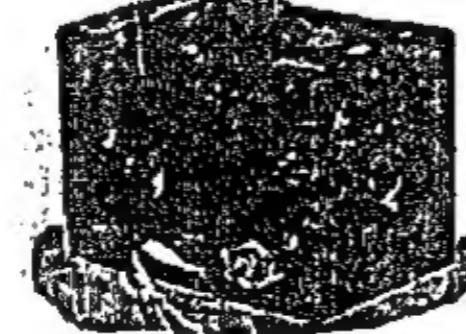
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readers have so often been told that the Baltic squadron consists of old or obsolete craft that they may well fail to realize how really formidable it is. Even if beaten in the first engagement, it is not to be assumed that remnants of it will not remain for some considerable time to threaten transport and commerce. Some people think that the fact of feeling "not bad" will endow the Russians with a better moral than that which the easy confidence, born of past successes, is likely to give the Japanese. This we are not prepared to endorse, for we have seen how the Russian is more prone to count the cost than is the Japanese fighter. Certainly the Russians enjoy one benefit: they have learned to respect the enemy. So have the Japanese, but they do not express it in terms of over-respect. They have climbed from respect for the enemy to self-respect: the Russian began with contempt for the enemy, and their exaggerated self-confidence must now be punctured with a little self-distrust. It is, however, mainly shooting that counts; and these psychological factors may be credited with greater importance than they deserve. Russians are not good sailors: Japanese are. Russian officers are aristocrats, with a constitutional regard for their own value: Japanese officers are professionals, and they make their country's quarrel a personal matter. Thus the "man behind the gun" on the Japanese side has a better brain to control and direct him. Skill, experience, enthusiasm, sobriety, love of and aptitude for the sea, all preponderate with Admiral Togo's side; but the Japanese are human, after all, and the Russian admiral seems to have the advantage in numbers, so that we must not attempt to minimize the hardness of the nut which Togo has now to crack. That he will give a good account of himself when the time comes is absolutely sure; and as the party with a just quarrel is supposed to be thrice armed, we are entitled to look for a continuance of the good fortune which has attended our Allies' efforts to chastise the Bully of the Far East. The issue could not be in sharper hands.

On Good Friday, 21st instant, at eight o'clock, the choir of St. Peter's Church, assisted by friends, will give Stein's "Crucifixion."

Before Mr. F. A. Hazland at the Police Court yesterday, Fauro, a Spaniard, was charged with attempting to stow-away on the s.s. *Glenlochy*. He was fined \$25, with the alternative of one month's imprisonment.

The new Peak tramway has advanced another stage. We hear that a compromise is probable with regard to the terminus of the new track, and that an influential combination of interests is being arranged. At present reports appear to be in the confidential stage.

While the master of No. 61 Station Street, Yau-tai, was away in the country worshipping at his ancestors' tombs, two of his folks, who were left in charge of the shop, stole a box of his clothing and sundry other articles. The theft was discovered, and the two men were placed before Mr. F. A. Hazland at the Police Court yesterday on charge of larceny. The first defendant was discharged, and the second sentenced to two months' imprisonment with hard labour.

As an outcome of the last successful "smoker" held under the auspices of the Masonic Quadrille Club, the committee have decided to hold a similar function to-night, and judging from the programme before us, the concert bids fair to be equally as good as, if not to eclipse, its predecessor. Every consideration has been given to the comfort of the guests, and as will be seen from our advertisement columns, nothing has been left undone that will conduce to the harmony of the evening. As on the previous occasion, the old Chamber of Commerce Room has been requisitioned for the eve.

As in the recent case of the *Eastery*, the Japanese have made a mistake in seizing the British steamer *Saxon Prince* in the Tsushima Straits. The *Saxon Prince* was bound from New York to Shanghai and Muroran (Japan). She had discharged the Shanghai portion of her cargo and was proceeding to Muroran with railroads. War risks on the cargo had been underwritten at nominal premiums, as, of course, the risks contemplated were those of possible seizure by Russians, not by Japanese. No doubt, suggests the *Times*, the *Saxon Prince*, like the *Eastery*, will promptly be released. The *Saxon Prince* is owned by the Prince Line.

M. Orlinsky, the correspondent of the *Novoe Vremya*, tells how the Japanese missed capturing an enormous booty, during the flight from Mukden, through their failure to cut the railway on the 8th inst. On that day 450 carloads of artillery left Mukden and reached Tie-ling and 16 trains of from 52 to 55 carriages arrived at Tie-ling on the following day. Of these, three carried projectiles, one the park belonging to the remaining batteries, one warm clothing, one coal, one engineer stores, three commissariat stores, and one hospital requirements. There were also six trains of wounded. The trains travelled without lights at intervals of eight minutes.

TELEGRAMS.

[REUTER'S SERVICE.]

RUSSIA AND REFORM.

London, 17th April.

The Constitutional party forming in Russia includes seven members of the Council of the Empire, besides Senators and other prominent officials. The Party is issuing several thousand invitations throughout the Empire, to a conference at St. Petersburg on the subject of reform. A scheme has already been drawn up for the composition of a representative assembly.

THE WAR.

[REUTER'S SERVICE.]

R. D. VENSKY'S "DARING SKILL."

LONDON, 17th April.

The Russians are elated at the daring skill of Admiral Rozhestvensky, and state that he is coaling and cleaning his fleet at Kamtschatka prior to engaging the Japanese.

IN MANCHURIA.

London, 17th April.

General Linevitch reports that the Russians left on the 11th instant, attacked the village of Pouhoui, five miles to the eastward of Meian. The flanks of the Japanese were enveloped, and they retired to Meian, which is their advanced post on the Kirin road.

NO NEWS.

All yesterday's arrivals were visited, but had nothing worth adding to the Baltic Fleet records. The British steamer *Pinna* saw the Russians in the Straits of Malacca; but that was a long time ago. The German steamer *Meidein Richemont* saw two war vessels near Saigon, believed to be French, which is not to be wondered at. Until operations at Camranch Bay are finished, we are not likely to learn anything now.

BALTIERS AND THE HAMBURG-AMERICAN LINE.

Replies to Herr Belot in the Reichstag on March 16th, Count von Bulow made the following statement with regard to the circumstances in which ships belonging to the Hamburg-American Line were chartered to transport coal for the Russian Baltic Fleet.

"According to the specific assurances which have been given by the Hamburg-American Line, the German transports are not to accompany the Russian fleet. Their sole function consists in conveying coal for delivery at appointed neutral ports, and they are not to proceed to these ports in conjunction with the Russian warships but independently and by other routes. Nothing whatever is known by regard to the application of illegal coercion by the Russian fleet to members of the crews of the German transports, either during their voyage or in particular of Madagascar. Indeed, the statement is in the highest degree incredible. If the Russian admirals should have taken certain measures in order to secure the preservation of secrecy with regard to their dispositions and with regard to the condition of their forces, and if the freedom of the German seamen's movements in their relations with the Russian ships has been restricted, there could hardly be any objection to these proceedings. If the Hamburg-American Line in their dealings with their seamen should have violated the provisions of German law and the terms of their contract with the men we would, as a matter of course, call the company to strict account in Germany. As a matter of fact, there has not hitherto been the slightest evidence that the Hamburg-American Line has in any way contravened its obligation."

Times.

MINES IN THE GULF OF PE-CHI-LI.

In the House of Commons on March 15th, Sir T. Dower (Tower Hamlets, St. George's) asked the Under-Secretary for Foreign Affairs whether his attention had been called to the danger to British shipping in Chinese waters through floating mines in the Gulf of Pe-chi-li, and whether he could see his way to co-operate with other Powers to secure their destruction.

Earl Porey.—We are in communication with the Japanese Government on the subject.

Sir T. Dower afterwards asked the secretary to the Admiralty whether he was aware that floating mines in the Gulf of Pe-chi-li constituted a danger to shipping in Chinese waters, and caused much consternation amongst shipping firms at Tientsin; and would he communicate with the Commander-in-Chief of the British squadron on the China Station on the subject, or take such other action as he might deem necessary to secure the destruction of these mines.

Mr. Probyn (Suffolk, Woodbridge).—The answer to the first part of the question is in the affirmative. The Commander-in-Chief has already been communicated with, and he has reported several cases in which mines have been sighted by his Majesty's ships. As many as possible of these mines have been destroyed, and any others that may be met with will be destroyed.

"Any others that may be met with" is not sufficient. Not many will be met with by ships idling in port. They ought to go and look for them. It is a more pressing matter than experimenting with wireless messages that they cannot read.

THE EX-DALAI LAMA AGAIN.

According to a Peking dispatch the Imperial Resident at Urga, Mongolia, has reported to the Grand Council that there has been some trouble in persuading the ex-Dalai Lama to leave Urga for Tibet owing to the intrigues of Russian agents who want to get him to escape into Russian territory, so that they may use him at some future time for their own political purposes. In consequence, however, of the strict watch kept upon the ex-Dalai Lama's movements by the Imperial Resident, Yen-chih, who, by the way was in 1900, Tachai of Amoy, the ex-Pontiff of the Buddhist faith has been unable to effect his escape and has given a promise to leave for Tibet via interior towns of China Proper and Szechuan province by the middle of the present month. The Chinese Government will breathe more freely once the Pontiff has left Mongolia.—*Times*.

"ENGLAND EXPECTS."

WHAT THE CHINA SQUADRON SHOULD DO.

The admirable care with which the coasting steamers are navigated is shown by the fact that so far only one steamer, the *Kashing*, has actually struck one of these mines; her escape was marvellous, but it is hardly to be expected the next victim will get off so lightly. The shipowners and the Press have done their best to urge on the British authorities the duty that lies upon our navy. Our navy exists not only to defend Great Britain from invasion, but also to safeguard British commerce all over the world, and a still higher claim is the claim of humanity. There will be a great outcry and a demand that somebody shall be brought to account if a British steamer with a number of passengers on board disappears suddenly in the danger zone; it will be too late then, and now is the time the preventive measures should be taken. H.M.S. *Hogue* did destroy three mines the other day while she was practising mines, but there is no doubt that anything has been actually done. In fact it has been evidently stated that the cruiser detailed for the work is in dock at Taku.

It is to the British navy that the British mercantile marine naturally and properly looks for protection, and it is not consonant with our recollection of what the British navy has done here in the past that a deaf ear should be turned to the appeal from British shipping. It is a pressing matter; every steamer that leaves Tientsin to pass through a highly dangerous zone, and has to travel largely to good luck to get through it safely. With the constant stream of travel both ways, a large number of valuable lives are in danger all the time. The danger is removable and ought to be removed; and British steamers, which form the majority of the shipping engaged, look to the British Commander-in-Chief to do everything in his power to remove the danger, unless our Navy is prepared to abdicate altogether the leading position it has always held in China.—*N.C. Daily News*.

—
Niu-chwang, 13th March.
A prominent official of the Hsin-min-tun line with whom I have had an interview said:—
"The neutrality of the line has long been fiction. The methods adopted by the Russians in overcoming the peoples of the officials and their violation of the regulations regarding the shipment of ammunition and foodstuffs are open secrets. The Cantonese directors are believed to be responsible for the new departure. The who is master has been referred to Peking and to Tientsin."

Tientsin, 13th March.

The Chinese managers maintain that they are justified in suspending the train service on the Yinkang-Kau-pao-Tsou-Hsin-min-tun line, as the action of the Japanese in forcing them to break their neutrality by carrying contraband left them no alternative but to cease the service entirely.

AN EARLY RUSSIAN ESTIMATE

OF JAPAN.

Mr. G. H. Baillie writes from 18, Pelham-Place, S.W., on March 12:—"In 1819 was published a translation of 'Recollections of Japan,' written by Golowin, a captain in the Russian Navy. A chapter on national character contains a forecast which, in the light of present events, is of peculiar interest. Golowin, gives a warning to his countrymen which they might well have taken to heart. I transcribe the following passage from the writings of this shrewd traveller:—

"What man we except if this numerous, ingenious and industrious people, who are capable of everything, and much inclined to imitate all that is foreign, should ever have a Siberia-like one Peter the Great, with the resources and treasures which Japan possesses, he would enable it to become, in a few years, the Sovereign of the Eastern Ocean. . . . However deeply a horror of everything foreign may be impressed on the Japanese and Chinese Government, yet change is in their system is not inconceivable; necessity may compel them to do that to which their own free will does not impel them! Attack, for example, like that of Chios, often repeated, would probably induce them to this kind of means to repel a handful of vagabonds who are about a nation. This might lead them to build ships of war on the model of those of Europe; these ships might increase to fleets, and then it is probable that the good success of this measure would lead them also to adopt the other scientific methods which are so applicable to the destruction of the human race. In this manner all the inventions of Europe might gradually take root in Japan, even with the creative spirit of a Peter, merely by the power and concurrence of circumstances. The Japanese certainly would not be in want of teachers if they would only invite them. I therefore believe that this just and upright people must, by no means, be provoked."

Times.

THE INDEMNITY QUESTION.

The *Times* says:—There is hardly room for any difference of opinion about the meaning of the postponement of the loan which Russia has sought to negotiate in France. It is a significant indication that the remarkable patience and liberality of Russia's ally are now on the point of exhaustion, and that apprehension concerning the security of the huge sums already advanced will increase the throwing of more money into the Tsin-tsin military chest. A rumour that reaches us as we go to press that the loan has been negotiated after all, on the original French terms, would not, even if authenticated, materially alter the situation. Beyond recognition that the point of exhaustion has been reached, opinion ceases to be unanimous. It is thought, on one hand, that the stoppage of supplies will induce or compel Russia to sue for peace. It is even hinted that, if the war were stopped, money would be forthcoming to help Russia out of her difficulties, although it is evident, as our Paris Correspondent points out, that the prospect of having to advance money for a war indemnity is regarded with justified uneasiness. Optimism seems to be nourished upon the theory that Japan really cannot expect an indemnity which would seriously injure Russia's prestige. We find it difficult to conceive that the maintenance of Russian prestige can be an object so dear to the hearts of Japanese statesmen that for its sake they should forgo any part of the advantage which they have at such a tremendous cost in blood and in money. An indemnity counts double. It weakens their adversary and it strengthens themselves. Without pretending to any knowledge of Japanese intentions, we may surmise on general principles that mere regard for the prestige of Russia or for the interests of those who have lent money to Russia will scarcely be allowed to weigh against considerations of national security or advantage. While some think that money troubles will make for peace if only making it more difficult to continue the war, others take a different view, in which they seem to be confirmed by the bellicose tone of many communications from St. Petersburg. It is always difficult to appraise the value of loud protestations as to the impossibility of making terms. They sometimes precede the very action they declare impossible. Still, without laying too much stress upon these things, we are bound to recognize a complete absence of any substantial sign that peace is to be sought at present. Anything may come out of the indecision which afflicts the Tsar; but the oligarchy behind him is fighting for its very existence, it sees in peace another menace to its privileges, and it has no other instinct than to go on in its accustomed way.

The resolution was then put and was carried unanimously.

VICKERS SMACKS HIM.

The annual meeting of shareholders held on March 14th at Sheffield, Mr. T. E. Vickers presiding. In moving the adoption of the report, the Chairman said some of the shareholders had suggested that they would have preferred a larger dividend, but the directors desired to be in a position to declare an interim dividend, and in order to do that they must satisfy the auditors. Instead of going to that trouble they had preferred to declare a dividend equal to 12 per cent. for the year, and to carry over enough for the next interim dividend. The attitude of the auditors was natural, because there were the pro-leaseholders as well as ordinary shareholders to be thought of.

Mr. Albert Vickers seconded the resolution.

Mr. J. H. Buckley asked if the profits from the holding of the company in William Beardmore and Sons had been brought into the present balance-sheet.

The Chairman.—Those of last year come into this balance-sheet.

Mr. E. B. Dakin, a Sheffield shareholder, asked whether, considering that Vickers, Sons and Maxted held a half share in William Beardmore and Sons, the chairman would allow that it was relevant at that meeting to discuss the accounts of that subsidiary company and to ask questions thereon. He desired to discuss the proposal set out some weeks ago by Messrs. Beardmore and Sons asking for the balance of their half-million sterling of debentures.

The Chairman.—We have nothing to do with that. We are shareholders in Messrs. Beardmore's, but we cannot interfere; at least I cannot interfere with any management of their business.

Mr. Dakin.—Do you not think that we, as shareholders having a large interest in Messrs. Beardmore's, ought to have the privilege of discussing any of their accounts?

The Chairman.—No, I do not think so at all.

I do not see why you should wish to hamper that or any other subsidiary company.

I do not think the gentlemen here present wish to be detained with anything of the kind. (Cheers.)

The resolution was then put and was carried unanimously.

Theology is both an art and a science; and just as no amount of knowledge of the science of painting will make a man an artist, so no amount of scholarship will make a man a theologian.—Rev. G. W. Allan in the *Hibbert Journal*. Ergo, theologians have no scholarship?

The love of work for work's sake is not a characteristic of the present day. There is a tendency to rush and get it over. Much of our modern work is scamped or badly done. We are so anxious to catch time by the forelock that we almost tear the forelock off.—Marie Corelli.

THE HSIN-MIN-TUN RAILWAY.

The *Times* had the three interesting despatches following:—

Peking, 14th March.

For several months past trains loaded with foodstuffs have been running daily to the Russians at Mukden along the Imperial railway, via Kau-pao-tsie, to Hsin-min-tun, while the Russians throughout the war have entirely ignored the neutrality of the country traversed by this section of the railway, and treated it as within the sphere of military operations. Military reasons compelled the Japanese to occupy Hsin-min-tun and cut off this important source of supplies. On Sunday the China-railway authorities threatened by the Russians and influenced by the Russian-Chinese Bank, closed the railway beyond Hsin-min-tun and withdrew the rolling stock between Hsin-chwang and Hsin-min-tun.

The effect was serious, preventing the movement to the Japanese of foodstuffs permitted to the Russians. The Japanese are indignant; they are fighting for the integrity of China; but are constantly meeting with obstruction from conservative Chinese officials who still cling to their fear of Russian supremacy. Japan is now endeavoring to induce the Chinese to reconsider this attitude of unfriendly discrimination. Unless the Chinese reopen the line they will be within their rights in adopting serious measures.

Niu-chwang, 13th March.

A prominent official of the Hsin-min-tun line with whom I have had an interview said:—
"The neutrality of the line has long been fiction. The methods adopted by the Russians in overcoming the peoples of the officials and their violation of the regulations regarding the shipment of ammunition and foodstuffs are open secrets. The Cantonese directors are believed to be responsible for the new departure. The who is master has been referred to Peking and to Tientsin."

PARIS LETTER.

17th March.

THE RUSSIAN LOAN.

France has only been "cruel to be kind" in refusing Russia any more money with which to carry on the war in Manchuria. The wide step is universally approved by all lovers of peace. The Czar whose coffers are next to empty, can only expect to refill them on condition that he comes to terms with the Japanese at once, how to the inevitable, and seek peace with in the next fortnight. France has indeed rendered a great service to the world by acting as she has done. Unimpeachable as Nicolas II. may be, he cannot possibly carry out his hostile intentions without money. As not a centime will be lent him by his willing banker and ally, France, for further needless slaughter, and as Russia is financially crippled at the present moment, he must, unless some other Power obliges him with the £24,000,000, which he requires—which is more than improbable—listen to reason once and for all, and bring the war to a close, when he can have as much as he needs from France for the payment of the war indemnity. Nothing could be fairer.

THE CARNIVAL.

Mardi-Gras or the Juveniles' Carnival was entirely spoilt this year by the abominable weather. It was a dull, depressing day, with grey unsympathetic skies, from which rain fell at intervals, while the gay enlivening sunshine, which would have done so much to cheer the crowds in the streets, sulked behind the clouds, and absolutely refused to take the slightest part in the people's holiday. Though it was a *triste*, *triste carnaval*, and the melancholy phrase is not unexpressed, parents did all they could to cheer their children up. There was genuine fun and merriment here and there; plenty of confetti—the latter could scarcely be supplied fast enough—and more than sufficient noise, dust, and horseplay. The majority of Parisians have long ago tired of this amusement. When confetti was a novelty, and its throwing was unaccompanied by the insulting remarks and the rude behaviour of hooligans, there certainly was some fun in going out masked on the Boulevards and pelting your neighbours with tiny multi-coloured discs of paper. Not so to-day when the *fête* is such a mixed one, and where gallantry has been replaced by rowdiness. This is the reason why all those that respect themselves or who value their clothes stay at home on Shrove Tuesday. The few that go out take good care to quit the streets at nightfall. These remarks do not imply that Parisians are less gay than formerly, though they draw a line between mirth and coarseness. *Comettis* and its unpleasant accompaniments, it may be said, have had their day. All being well he proposes to renew his interesting experiments shortly with his latest and most scientific invention, the *Santos-Dumont XIV.*—admitted to be the most perfect type of air-ship or navigable balloon, ever seen. More wonders are expected by Parisians, as soon as the weather breaks.

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That intrepid young Brazilian aeronaut, M. Santos-Dumont, has been very hard at work of late. All being well he proposes to renew his interesting experiments shortly with his latest and most scientific invention, the *Santos-Dumont XIV.*—admitted to be the most perfect type of air-ship or navigable balloon, ever seen. More wonders are expected by Parisians, as soon as the weather breaks.

MOTORISTS.

The next six months will prove an exceedingly busy time with the French automobile world. The following interesting matches have been arranged by the Automobile Club of France. The first yachting competition will take place on April 1st with the *Merence* meeting, which will last twenty days; this event will be succeeded by the *Algiers-Toulon* meeting which opens on May 15th; the *Kiel* meeting will take place from June 22nd to 30th; the *Calais-Ramsgate* on July 15th; the *Ostend* week from July 23rd to 25th; *Paris* to *Liéville*, August 1st to 13th; *Havre* Regatta, August 15th; the *Harmsworth* and *Recco* Cup at *Arrachon*, September 7th to 11th; and the *San Sebastian* meeting—the last, September 20th. The racing for the British International Challenge Cup will take place at *Arras* on September 11th. A more exciting programme has seldom been drawn up.

LOUNTS.

All efforts having failed to induce M. Loubet, the venerable President of the French Republic, to continue to act as the Head of the State for a third term, that popular and distinguished gentleman is anxiously looking forwards to the 18th of February 1906, when he will retire with all honours and proud of his work. Age and recent family troubles have told on M. Loubet very much, whose wish is to retire to some quiet spot in the South of France, and there end his days in peace, after his brilliant career. While President he has had as his guest nearly every Sovereign in Europe, with whom he is on the friendliest of terms.

SUN SPOTS.

According to the Abbé Moreau of the Bourg Observatory—whose meteorological forecasts are regarded as authoritative in France—the new sun spot is a disquieting sign of the times; it forecasts earthquakes and colliery explosions, unless the solar conditions undergo a change, of which at present, the Abbé can detect no symptoms.

DREYFUS AGAIN.

Have Parisians sufficient patience left to listen to a fresh Dreyfus trial? Time will prove. Whether they have or not will not prevent the case being heard once more. The procedure for the re-opening of the *grande affaire* for the second time has taken a definite step in advance. The Prosecutor of the Cour de Cassation has just presented a voluminous report consisting of nearly 1,000 pages, embodying his conclusions and the ground upon which they are based. The Prosecutor unreservedly urges revision, but argues against sending the case to another Council of War. Impression prevails that before a final decision is taken by the Court of Cassation, M. Sarrazin, president of one of the sections will be commissioned to draw up a staid commentary upon the report for the guidance of his colleagues. When will the last be heard of the Dreyfus case?

THE CHURCH BELL NUISANCE.

Parliament has been petitioned by the Fournies (Nord) section of the League of the Rights of Man, to press the ringing of Church bells, on the plea that it is a continual cause of annoyance and carelessness to intellectual workers. Anything of a religious nature of late seems to be as galling to Frenchmen as a red rag to a bull. Fournies is composed entirely of ardent socialists, all of whom have made up their minds to vote for such a proposal.

as lively at night as it is in the day-time. It has often been remarked that while during the daylight hours the Avenue is full of life and bustle with equipages and fashionably dressed people, it is silent and deserted at night, simply because shops close about six or seven o'clock, the lights are turned out, and the avenue is in semi-darkness. This is not so on the Boulevards, where shops keep open late, there is plenty of light and colour, and the promenades are numerous until the small hours of the morning. Shopkeepers have laid upon the following excellent idea of attracting crowds to their quarter. As more light is wanted owing to the electric lamps in use only illuminating the first floors of the house, leaving shops in the shadow, powerful gas jets are about to be placed where they are wanted, while fellow tradesmen have agreed to keep their windows brilliantly lighted until nearly midnight. This will have for effect to convert the Avenue de l'Opéra—which is one of the worst-lighted streets in the capital—into one long blaze of illuminated brightness. Nor is this all, for at regular intervals down on each side of the Avenue, bronze pedestals are to be placed, on each of them—a high enough to be out of the way of a pedestrian with his umbrella up—will rest green plants, palm trees, rhododendrons, camellias, and other choice flowers, according to seasons.

PICTURE FAIRIES.

The police are more merciless than ever in their crusade against artistic forgeries; thanks to the vigilance of the authorities, a great number of forged masterpieces have been seized at the Hotel Drouot—one of the best known picture marts in Paris. The latest example includes nearly all the great names of the Barbizon School, such as Corot, Daubigny, Courbet, and Harnigues. The forged or suspected *chef-d'œuvre*s are slipped into the salacious genuine works, by a most ingenious system which until quite recently, baffled the police as much as the auctioneer. The most remarkable thing about this is perhaps the fact that some varying between 10,000 and 15,000 francs each have been offered for such forgeries by connoisseurs.

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THE CITY OF MUKDEN.

Mukden, pronounced Mook-n, a city of nearly 300,000 people, to whom are now added upwards of 100,000 refugee villagers, was founded about 270 years since by Tai Tsang, father of the first Manchu Emperor to reign in Peking. It was many years before the massive walls, lying four-square with the points of the compass and enclosing a square mile, with eight bastioned gateways, two on each side of the city, were completed. There is no water gate, and the porous soil absorbs the rain, 30ft. to 40ft. below the surface is a gravel bed resting on clay, and thus the wells never fail to supply good water.

The city and its suburbs are surrounded by an earthen rampart from 10ft. to 20ft. in height and about 13 to 14 miles in circumference. The general plan is a double cross, with two main streets in each direction. The houses, all one-story, are with few exceptions of brick and tiled. The people are about four-fifths Chinese and one-fifth Manchus. Among the Chinese are some 20,000 Mahomedans, descendants of those who were transported from Western China in bygone ages. These Mahomedans have grown very rich under the Russian regime.

Mukden is a great trading and business city with many small local manufactures, though these do not attain great dimensions. It is the greatest collecting centre for rich furs in all Eastern Asia, and vast numbers of pelts are cured for export. The government is modelled to a large extent upon that of Peking, and has seven of the eight boards. It is usually a great place of arms and a great residential town for families of mandarins. It is also noted for its large Shensi banking houses. In the eastern suburb are the arsenals and mint, both constructed just after the war ten years ago, and well stocked with German machinery. The two tall chimney shafts can be seen for a long distance off. Outside the west and east suburbs are large barracks.

The city lies about two miles north of the Hun river. The land between is well cultivated for about a mile and a half, and for the 1st half-mile there are sandhills. The circular enclosure with the Altar of Heaven is south of the city. Considerable from afar are the four huge Tibetan dagobas of solid masonry with large crowns of beautiful bronze work, which stand as sentinels two-thirds of a mile from the centre of each wall of the outer city. The country around is flat or undulating and very pretty, owing to the numerous groves of birch and other trees, within which lie the graves of wealthy mandarin families.

The Russian railway crosses the Hun below the sandbank zone; or about five or six miles south-west of the city, on a well-made bridge with 13 piers. The station and cantonment are nearly two miles from the city on the west. The line skirts near the northern rampart to the north-east along a very high embankment, which commands a fine view of the city walls and gateway towers. From the northern of the two western gates runs the great Imperial road to Hsin-min-tun and Peking, down which the Japanese advanced to the old railway 12 miles west of the city, where the Russians offered a stubborn resistance before they fell back to the Lung Kang, or Dragon ridge. At the western end of this ridge is Ta Wan, "Pagoda Circle," a curious round formation of low cliffs of earth, on which stands a small and very ancient pagoda. It was here, four miles from the city and two miles from the Pei-ling tomb, that the Japanese made a great and successful capture of batteries, and thence easily shelled the Russian cantonment lying in the lower plain three miles away. The Japanese swept round behind the large sacred forest of the Pei-ling, seized San-tai-ta Station, cut the line, and held the heavily carted route north. A ridge of hills extends from the pagoda above mentioned to the Tung-ling, or Fu-ling, tomb, six miles to the east of the city, which, like the Pei-ling, contains only one mound or grave. Both are most sacred in the eyes of all Manchus, and until recently capital punishment was threatened to any unauthorized person trespassing within the sacred enclosure. The inner enclosure was even more strictly guarded.

The actual graves are mounds of earth about 100ft. high and oval, surrounded by a crenellated brick wall. Behind them and to the north there rises a high horseshoe-shaped artificial hill covered with trees; to the south is a long array of buildings for sacrifice and other rites or for the convenience of the Imperial visitors. All these buildings have roofs of yellow or green glazed tiles. Outside the main entrance is a grandly-carved Pailo, or arch of triumph, and a stone-paved, grass-grown causeway, with large carved stone animals, forms the approach. There are only two Imperial tombs, those of No-ku-chu and Tai-tung respectively, near Mukden. The earlier Manchu chiefs lie at Yang-ling, the tomb of the braves, 80 miles further along the Dragon ridge, near Shing King. This ridge becomes mountainous further east, and stretches to the Long White Mountain and the sacred volcano Dragon Pool.

RUSSIAN WAR PARTY DETERMINED.

Measures are still being taken for continuing the war. The 18th Army Corps is to be mobilized. A fresh Council of War has been held at the Palao. It appears that the nomination of the Grand Duke Nicholas Nicolaievitch has been decided upon, but that he himself has not yet accepted it. General Suhomlinoff would be the chief of the Grand Duke's staff, but would in reality exercise the authority of generalissimo. Financial measures are also under consideration. Duties to be imposed upon matches, petroleum, and heavy oils will yield about 40,000,000 rubles (24,000,000). "But that is very little, for if they want to despatch 400,000 men, at least a million rubles (£100,000,000) will be required. The army could not be ready for action before the end of six months." Where will the Japanese be by that time, and in what numbers? As to peace, it is exceedingly improbable, as nobody in Government circles will hint of it except M. Witte, who alone up to the present has seen clearly, but who will certainly not be listened to."

The steamer Tacoma, after having passed more than a month in the ice off Hokkaido, has been seized by the Japanese. She left Tacoma on 6th January for Vladivostok, and was reported off Hokkaido on February 3. Since then it has been a fairly even chance who her she would be a marine loss or a capture. The Tacoma, of 2,812 tons, built in 1877, is insured against war risks for £52,100 (hull, £13,000; cargo and freight, £39,100). This makes the twenty-first seizure reported since January 13, of which 19 steamers and cargoes were insured here for £1,130,000. In addition to this sum, which part may be recovered on appeal against Prize Court decisions—underwriters have to find over £400,000 as consideration for cancellations of Vladivostok risks—Tomes, 15,305

piastres, and may be expected here on the 24th inst.

LATEST STEAMER MOVEMENTS.

The silk ex C.P.R. str. *Athenian* arrived in New York on the 17th April. The C.P.R. str. *Athenian* left Vancouver on Monday, the 17th inst., p.m., for Hongkong via the usual ports of call. The Barber Line str. *Shimosa* sailed from New York on the 13th inst. The Boston S.S. Co.'s str. *Tremont* sailed from Manila on the 18th inst., and may be expected here on the 21st inst.

The Barber Line str. *Hindustan* arrived at Manila on the 18th inst., and may be expected here on the 21st inst.

The P. & O. str. *Banca* left Singapore for this port on the 18th inst., at 6 a.m.

The H.A.L. str. *Seagambia*, from Hamburg, left Singapore for this port on the 16th inst., p.m., and may be expected here on the 24th inst.

KODAK

FILMS

& ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

LONG HING & CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE)

139

THE CROWN AGENTS FOR THE COLONIES.

Sir Charles Bruce, G.C.M.G., made the following reference in the course of his recent lecture to the Royal Colonial Institute:

Any account of the administration of the Crown Colonies would be curiously inadequate without reference to the Office of the Royal Colonial Institute:

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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding &c., should be addressed to the Manager. Daily Press only, and special business matters. The Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 38. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED

BOARD and LODGING with Private Family—Apply, stating terms. BOX 536. Care of Daily Press Office, Hongkong, 20th April, 1905. 1936

NOTICE

A. S. WATSON & CO. LIMITED. EASTER HOLIDAYS.

THE following hours of Business will be OBSERVED in All Departments:—FRIDAY, 21st April, 10 A.M. to 1 P.M. MONDAY, 24th A.S. WATSON & CO. LTD. Hongkong, 19th April, 1905. 1937

KOWLOON BOWLING GREEN CLUB.

THE Opening Day of the Season will be held at the GREENS in Austin Road, Kowloon, on SATURDAY, 22nd inst., at 3 P.M.

Spoon Competitions will be played. Friends of Members are invited.

D. GOW, Hon. Secretary, Hongkong, 20th April, 1905. 1938

THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK CREAM, which, by the bye, is always known by the "Golden Butterly" on the tin, keeps excellently anywhere and everywhere. When opened, it is fresh and sweet as though it had just been skimmed from the Freshest Dairy Milk.

Nothing but praise has been received from those who have had it.

NO PRESERVATIVE OF ANY KIND IS USED. THIS IS ABSOLUTELY GUARANTEED.

Fuller particulars, prices, booklets and samples on application.

Sole Agent.

H. RUTTONJEB., No. 5, D'Aguilar Street, Hongkong, and

37, Elgin Road, Kowloon, Hongkong, 20th April, 1905. 1939

A SMOKING CONCERT

will be held under the Auspices of the MASONIC QUADRILLE CLUB, at the

OLD CHAMBER OF COMMERCE ROOMS.

at the City Hall.

TO-NIGHT (THURSDAY), the 20th inst.

Doors Open at 8 P.M. Concert at 8.30 P.M. Admission 5s. Tickets to be had at the Door. Hongkong, 18th April, 1905. 1940

PUBLIC AUCTION.

THE Undersigned have received instructions from the HUNGKHAU, SUPREME COURT, to Sell by Public Auction,

on

WEDNESDAY, the 26th APRIL, 1905, at Noon, at SAM YICK COAL GODOWN, Mong Kok-tau, about 1,200 TONS

KALPING CO. A. Steam Launch will leave Blake Pier at 11.30 A.M. to convey intending purchasers.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 20th April, 1905. 1940

SHELL LINE OF STEAMERS.

NOTICE TO CONSIGNEES. THE Steamship

"PINNA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M.

To-day, the 19th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to re-charge.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 26th inst., at 2 P.M.

All Claims must reach us before the 23rd inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by ARNOLD, KARBERG & CO. Agents.

Hongkong, 19th April, 1905. 1941

OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TELEMACHUS".

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 19th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 26th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 26th inst., will be subject to re-charge.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th April, 1905. 1942

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE NINETEENTH YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House, TO-DAY (THURSDAY), the 20th April, 1905, at 5 P.M.

By Order,

C. H. GRACE, Secretary, Hongkong, 12th April, 1905. 1943

BANK HOLIDAYS.

IN Accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW (GOOD FRIDAY) and EASTER MONDAY, the 21st and 24th instant.

Hongkong, 18th April, 1905. 1943

FIRE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (GOOD FRIDAY) and EASTER MONDAY, the 21st and 24th instant, respectively.

By Order,

A. R. LOWE, Secretary, Hongkong, 11th April, 1905. 1943

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3 P.M.

A Notice will be sent to Members embodying the Special Resolutions to be submitted at this Meeting.

By Order,

T. F. HOUGH, Clerk of the Course, Hongkong, 14th April, 1905. 1943

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING of Members will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order,

T. F. HOUGH, Clerk of the Course, Hongkong, 14th April, 1905. 1943

PIANO TUNING.

M. R. M. HENRY, Seven years with Messrs. BROADBROOK, London, solicits the Patronage of Hongkong Residents.

Piano or Organ Tuning. Repairing or regulating at Cheap Rates.

Orders or enquiries may be left with Messrs. A. CHAZALON & CO., 8, Queen's Road Central, Hongkong, 19th April, 1905. 1943

MUSIC.

PIANO AND SINGING.

M. R. A. GALUZZI is prepared to take pupils at his studio in the CITY HALL or at their residences.

For terms, etc. Apply to—

THE RICHMOND PIANO CO., Hongkong, 19th April, 1905. 1943

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

TO-DAY (THURSDAY), the 26th April, 1905, at 2.30 P.M., at his

SALES ROOMS, Queen's Road.

SUNDRY HOUSEHOLD FURNITURE, CAMPING-WOOD, WARDROBE, CROCKERY, GLASS and PLATED WARE, ELECTRIC FANS, COPYING PRESS, JINRICKSHA, LADIES' and GENT'S BICYCLES and EVENING CHAIRS, COOKING RANGE, &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer, Hongkong, 18th April, 1905. 1943

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to Sell by Public Auction

on

WEDNESDAY, the 26th day of APRIL, 1905, at 3 P.M., at his

SALLES ROOMS, Queen's Road.

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong, etc.—

All that Piece or Parcel of Ground situated at Victoria aforesaid registered in the Land Office as INLAND LOT NO. 1,988. Area 68 square feet. Term 75 years. Annual Crown Rent \$1.00 together with the Messuage thereon known as No. 8, Fo Hing Fong.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER, Solicitors for the Mortgagors,

or to

GEO. P. LAMMERT, Auctioneer, Hongkong, 18th April, 1905. 1943

TO BE SOLD BY PUBLIC AUCTION.

BY Order of the Supreme Court of Hong-

KONG, VALUABLE LEASEHOLD PROPERTY, Site at

PARK VIEW, LYTTLETON ROAD, Victoria,

MONDAY,

the 1st MAY, 1905, at 3 P.M.,

at Messrs. HUGHES & HOUGH'S SALES ROOMS,

Des Voeux Road, Central.

All that Piece of Ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as the Remaining Portion of Island Lot No. 1,216 containing by measurements 75.291 square feet together with the Messuage thereon known as No. 1, 2, 3, 4, 5, 6, Park View, Lyttelton Road, Victoria.

For further particulars, apply to—

Messrs. DENNYS & BOWLEY, Venetian Solicitors,

or to

Messrs. HUGHES & HOUGH, Auctioneers, Dated the 10th day of April, 1905. 1943

PUBLIC COMPANIES

GEO. FENWICK AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Victoria, Hongkong, on THURSDAY, the 25th day of April, 1905, at 12.30 o'clock in the afternoon, when the abovementioned resolution will be proposed.

RESOLUTION:

That the Capital of the Company be increased from \$150,000 to \$150,000 by the creation of 12,000 new Shares of \$25 each; that \$6,000 of the said new Shares be offered to the parties who on the 29th day of April, 1905, shall be Members, in proportion to the existing shares held by them; that the full amount of each of the said 6,000 new shares taken up be paid to the Company either (without interest thereon) on or before the 30th day of June, 1905 or (with interest thereon at the rate of 12% per annum from the 30th June, 1905, to the 15th August, 1905, or for such lesser period as the Directors shall determine).

The TRANSFER BOOKS and REGISTRY of Shares will be CLOSED on the 28th and 29th April, 1905.

By Order,

W. G. WINTERBURN, General Manager, Hongkong, 15th April, 1905. 1943

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 30 and 2 SHARES standing in the Register of this Company in the name of WONG LAM and APCAR GABRIEL APCAR respectively having been LOST, viz.—

Scrip No. 811-13399/13413—15 Shares.

228-283/383-8352-15

673-12362/12263-2

32 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 32 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES &

GREGOR & CO.
WINE AND SPIRIT MERCHANTS.
HONGKONG.

BURGUNDIES.

	Per Case Quarts	\$15.80
NUITS	15.60	
MAISON	18.60	
BEAUNE ORDINARIE	21.75	
SUPERIEURE	23.40	
VOLNAY SUPERIEUR	27.00	
POMMARD	33.60	
CHAMBERTIN	38.70	
CLOS VOUGEOT	47.70	
COEUR ENFANT JESUS	54.00	
SPARKLING BURGUNDY	24.00	
SPARKLING POMMARD	36.90	
SPARKLING CHAMBERTIN	48.80	

N.B.—All our Wines and Spirits are Bottled at Home, thereby ensuring to our Customers all the advantages accruing from bottlings done at home under the direct supervision of the Growers and Distillers, as compared to bottlings done in China by Chinamen at the service of European Firms.

45-10

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.



TRADE

MARK.

SOLE AGENTS FOR HONGKONG:

[52] KRUSE & CO., CONNAUGHT HOUSE.

INSURANCES
UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.

Hongkong, 1st January, 1904. 31

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903. 216,595,656.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SEWAN, TOME & CO., Agents.

Hongkong, 18th June, 1904. 1886

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1904. 181

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.

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IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Importers. Pig Iron and Foundry Coke Importers. General Storekeepers and Tool Dealers, &c.

35 & 37, Hing Loong Street (1st Street, West of Central Market).

JEWELLERS.

MAISON LEVY HERMANOS Diamond Merchants and Watchmakers, 49 Watson's Building, Queen's Road. Also at Shanghai, Manila, Ilocos and Iloilo.

PHOTOGRAPHER.

M. MUMUYEA, JAPANESE ARTIST. Boudoir and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs, No. 84, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE. Proofs read by Englishmen.

STOREKEEPERS.

BISMARCK & CO., Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO., Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers Tools, Metal, Iron and Steel Merchants.

57 58 & 59, Connaught Road, New Praya, Central.

SCIENTIFIC MISCELLANY.

THE GLOW WORM'S LAMP—AN INGENIOUS GALVANOMETER—BRAIN DEVELOPMENT—SMOKE ANNIHILATED—Peanut Plague—COLOURS FROM MOLASSES—AN ELECTRIC LAMP FOR VEHICLES—THE POISON OF TARTS—THE HOTTEST HEAT.

To the statement that absolutely nothing is known of the light of the glow-worm Dr. T. L. Phillips takes exception, showing that the phosphorescent organs of the glow-worm and the firefly have been the subject of numerous inquiries. The source of the light proves to be not the organs themselves, but a white-unctuous substance known as "nootochitin," and as Dr. Phillips himself showed thirty years ago that this substance is a special product of decaying tissue, it is regarded as the probable light-generating material in all animal and vegetable phosphorescence. Luminous bacteria, the tiny organisms that give light to large areas of the sea surface certain fungi and other living forms seem to produce nootochitin. The material has a complex composition, glows in the dark like phosphorus, and is made luminous by slow oxidation. Artificial organic substances of similar nature are now known.

The novel and highly sensitive galvanometer of M. Firthorn consists of a silvered quartz fiber stretched like a violin string between the poles of a powerful electro-magnet. The passage through it of a small current causes the wire to be deflected perpendicular to the field, and the deflection can be measured directly by a microscope, carrying a micrometer or it can be photographed with a suitable scale to show the curve. The sensitivity can be regulated by adjusting the length of the wire.

The mathematical aptitude of boys and girls of 8 to 15 has been compared by Prof. V. Mercante, of Buenos Ayres, by tests of quickness in reading numbers and in arithmetical operations. A curious discovery is that an abnormal activity of memory exists at about 13, followed by a period of intellectual depression, and at 14 by a sudden leap in creative imagination and reasoning power.

The smoke-consuming device lately tested in a factory at Westminster, Eng., consists of a screen of tubular fire-bricks so placed in the furnace that all products of combustion must pass through the screen. The bricks, which are of special material, quickly become incandescent, and the great heat ensures thorough burning of all gases and combustible material, preventing the discharge into the air of solid carbon particles. The exhaustive trials made proved that the worst quality of coal could be used under the factory boilers with practically no smoke. When damp coal dust, costing \$2.75 per ton delivered, was shoveled into the fire in quantity, a light gray cloud appeared at the top of the chimney stack, but even this disappeared in a few seconds. It is believed that the same solution of the smoke problem can be successfully applied to house-hold fires.

The peanut is one of the chief cultivated plants of German East Africa, where it has been prized for its relative freedom from disease. A mysterious malady, characterized by reddish brown spots, has now appeared, and is rapidly killing off the peanut plants of the region. A similar disease affects plants of other localities without proving fatal. The cause is believed to be some unknown parasitic organism, but the sought-for fungus has not yet been found on roots, leaves or flowers.

Colouring substances from molasses in solution are obtained in Germany by precipitation with metallic salts in the presence of acids. When, for example, methylamine salts and sulphuric acid are used, a colouring matter resembling henna is obtained, but with a shade varying from clear green to greenish blue and deep blue according to the proportions of the mixture. The colouring matters are mostly difficult to dissolve and partly insoluble in water.

Though the efficacy of cannon firing for breaking up hail-clouds has been questioned, statistics are claimed to show marked reduction in damage to the vineyards of Southern Europe since 1900. Even lightning and thunder have been suppressed in the protected area.

Oil and acetylene lamps have been depended on chiefly for motor vehicles, on account of the great weight of the accumulators hitherto necessary for feeding electric lamps. Dr. Anor, the inventor of the incandescent gas mantle, seems to have overcome the difficulty in a new electric lamp, which has been brought to a commercial stage through a long process of evolution. Tests are claimed to show a marvellous power as compared with other lamps. Two pocket accumulators, the smallest made, serve to feed an 8-volt Auer lamp, and this is said to give a magnificent light for a motor-car. The weight of the small cells is trifling. The new lamp is much like the ordinary incandescent lamp in appearance, its superior qualities being attributed to the use of certain materials—such as the rare oxides ceria and thoria—employed in the incandescent gas mantle.

Poisoning by cream tarts has been reported in many countries and in numerous cases. A French chemist has been led to investigate, taking up especially the poisoning of five persons near Lyons by cream cakes from a certain bakery. Infection with some germ—and not the materials of the tart—proved to be the cause of the poisoning. The exact nature of the germ was not determined, but it seemed to be associated with fermentation and a peculiar taste and odor.

The intense heat of the electric arc is not the highest produced in the workshop. Probably the highest temperature yet attained is that of A. G. Himalaya, a Portuguese, whose method consists in concentrating sunlight, and who by this means readily volatilizes every known substance. In his St. Louis experiments 6.0 in silvered glass mirrors were used to throw the rays on a single point.

Both Rontgen and radium rays have given Dr. M. Koenig a marked action on plants. Seedlings were retarded and eventually ceased growing, but in some cases revived after an interval. Germination of bean and turnip seeds was accelerated at first, beans ceasing to develop after a time.

THE Hong Name of the Firm of L. G. PLACE TAVARES & CO., Importers, Exporters and Commission Merchants of Canton (Established in 1902), has been Changed from "WING YOUNG HONG" to "PO WA YOUNG HONG" which said name was registered in the British Consulate at Canton on March 27th, 1902.

L. G. PLACE TAVARES & CO.

Canton, 15th April, 1905. 1000

Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

GARRISON ORDERS.

HEAD QUARTERS,
HONGKONG, 19th April, 1905.

GENERAL ORDER.—Gazette Indis.—No. 69.

The following extract from the Gazette of India published for information:—Military Department, Fort William, 3rd March 1905. The following promotions are made, subject to His Majesty's approval:—Lieutenants to be Captains, 1st March, 1905. Cuthbert Gordon Hutchinson, Civil employ, Burma (93rd Burma Infantry). John D'Oyley, 119th Infantry (The Monks Regiment).

GARRISON ORDERS.—Divine Service.—No.

1. Divine Service will be conducted on Good Friday as follows:—

Domestic Troops	Where	Hour	To
Ch. of Victoria Cathedral	8.30 a.m.	Chaplain	
Ch. of Stone	11.15 a.m.	Chaplain	
England cutters	Brackley	Under	
England Lymn	Baracks	Sur. Officer	
Ch. of Sir H. Bond	" F "	4 p.m.	Chaplain
England naval	Block		
Wesleyan Victoria	Wesley, Ch. 10, Bram	Officer Clergy	
Roman Catholic	St. Joseph	9 a.m.	Officer Clergy
Roman Catholic	Kowloon	7.30 a.m.	Officer Clergy

Launch will leave A.S.C. Pier for Stonecutters at 10.15 a.m. Escorts as under will be furnished by the 2nd Royal West Kent Regiment to conduct prisoners to Church.

Leaves.—No. 3. Leaves of absence on private affairs to the neighbouring countries has been granted to 2/Lieut. H. G. Moore, Royal Garrison Artillery, from 9th May to 31st July, 1905.

R.I.M.S. Hardinge.—No. 4. With reference to Garrison Order No. 2 of 24th March, the relief of the 3rd Punjabis North China is ad interim until August or September. A Wing 93rd Burma Infantry will embark with the 110th Mahratta Light Infantry on the Hardinge which is calling at Rangoon this voyage.

By Order,
R. E. Ross, Major.
Chief Staff Officer.

MUKDEN AND AFTER.

So far as the telegrams allow us to judge, the Japanese place the total of the Russian armies before the battle at 326,000 sabres and bayonets and 1,368 guns. The units with the Russian headquarters were believed to include 373 battalions, 175 squadrons, and 165 batteries, but, as to the strength of the infantry, opinions varied. The Japanese estimate of 800 men per battalion seems high, and it is still open to doubt whether the sabres and bayonets at disposal exceed 300,000.

The losses hitherto reported include 50,000

prisoners and 26,500 dead, besides 90,000

wounded and killed not found on the battlefield, but whether this latter figure is an estimate or an ascertained fact we are not informed.

Kurokawa admits that 47,581 wounded were sent north between February 28 and March 11, figures that would not include the more serious cases, while it was not likely that either commander would as yet have been able to receive full reports of a battle extending over such an enormous area.

As the numbers of prisoners also mount day by day we can take it as practically established that the result of the battle has been to wipe out from one-half to two-thirds of the Russian army at a cost to Japan of 41,232 casualties up to the morning of March 12.

The difference in losses on one side and the other leaves the relic of the Russian army, numerically considered, in no posture to withstand further attack, nor would the small garrison of Tieling, even with the possible addition of one or two brigades of rifles from Europe, materially alter the situation.

Tieling, it is true, is strongly defended; but what chance is there of stopping the victors, who even if they do not attack in front, will certainly outflank and surround the narrow gorges into which the routed army is being driven? It may be that part of Linevitch's army, which was not seriously embarrassed up to March 10th, may fight its way clear from Kuroki, but the remnant of the other two armies has ceased, for the time at least, to possess much military value.

March 11. Urayama's list of the foot-soldiers and cavalry taken at Mukden seems to show once more that Kurokawa was trading on a very narrow margin of profit so far as supplies were concerned, and that scarcely a hundred had been made of the creation of a reserve supply for his armies. Is Tieling likely to be in any better case? Can the routed troops be housed, fed, and warmed, and can their transport, supplies, &c., be repaired?

The best answer is the order issued by the St. Petersburg War Office forbidding all communications, by letter or word of mouth, to the Press. The chances are that a certain proportion of the infantry have reached Tieling, and that they are in want of nearly everything to enable them to take the field. As to the cavalry, they simply do not figure in the fighting except in Remenikov's mixed command, and they may all have got away with whole skins.

The great mass of them must have been west of Mukden in the plain country before the battle; yet they allowed Hsin-min-tun to be snatched up under their noses by a detachment; they neither observed nor checked the critical flank march by Nogi, and they appear to have been useless to the army. Considering that, apart from the Cossacks of the eastern vanguard, there was a whole division from the Don on the ground, we had a right to expect better value from 30,000 of Russia's legendary horsemen.

Russia, of course, can go on if she likes, and for as long as she wishes, provided she can find the money. There is nothing else whatever to stop her save the improbable dawn of returning sense. But is the game worth the candle, and is there anything in the realization of Japanese aspirations that can bring anything but dissatisfaction to the legitimate desires of the great Russian people? These are questions for Russia to answer, but we can only hope, for her sake, that she is not going to be fooled once more by individuals like Admiral Dubasoff, who has just returned to Paris from London with the interesting information that Japan will be exhausted in four or five months. If there be a statesman in Russia, the best thing he could do for his country would be to recall the Intelligence service at St. Petersburg, which has become a public danger. We are, of course, aware that the organ of the German General Staff recently committed itself to the statement that it was materially impossible for Japan to place more than 350,000 men in the field, but it is necessary for Russia to recognize the fact that the German General Staff is out of date. If we, practically without an army, placed 350,000 men in the field during a three years' war by voluntary service, what is the effort that is reasonably to be expected from 46 million of warlike and patriotic people, engaged in a national war of existence, who have embraced the system of the nation in arms?—Times.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept at hand.

The COMPANY has the powerful steamer "OURA-MARU" (12 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready a Short Notice.

CONSTIPATED FOR THREE YEARS.

SHIPPING.

ARRIVALS.

AMARA, British str., 1,566, C. J. Mattock, 19th April.—Wahl 1st April, Euse—Jardine, Matheson & Co.

DORT, Norwegian str., 629, J. Gjimro, 19th April.—Sourabaya 8th April, Sugar—Chinos.

FIZI, Norwegian str., 850, N. G. Andersen, 18th April.—Chefoo 13th April, General—Augard, Thoresen & Co.

HAITAN, British str., 1,200, J. S. Roach, 19th April.—Swatow 18th April, General—Douglas Lapraik & Co.

LOWTHER CASTLE, British str., 2,950, Lightoller, 19th April.—Shanghai 15th April, General—Doddwell & Co.

MADELEINE RICKMERS, German str., 1,657, D. Heimann, 18th April.—Bangkok 12th April, Rice and Meal—Butterfield & Swire

PINNA, British str., 4,991, Claus G. Scott, 19th April.—Singapore 12th April, General—Arnold, Kortberg & Co.

QUEEN LOUISE, British str., 2,170, W. A. Hicoll, 19th April.—Kangoon 6th April, Rice—Doddwell & Co.

SIGNAL, German str., 907, A. Bendixen, 18th April.—Bangkok 12th April, Rice—Johnson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

19th April.

Amara, British str., for Canton.

Bruhwilde, German str., for Saigon.

Hanoi, French str., for Hanoi.

Hohnein, German str., for Shanghai.

Hongkong, British str., for Amoy.

Lacerte, British str., for Saigon.

Jonathan Castle, British str., for Manila.

Petrarch, German str., for Saigon.

DEPARTURES.

19th April.

EMPEROR OF INDIA, British str., for Vancouver.

ERROLL, British str., for Shanghai.

HALMUN, British str., for Tamsui.

LOOSEN, German str., for Batavia.

LOYAL, German str., for Foochow.

NOBLE, Norwegian str., for Sasebo.

POLLUX, Norwegian str., for Sasebo.

TAIWAN, British str., for Ningpo.

TELEMACHUS, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Haiyan* reports: Light easterly winds and clear weather.

The German str. *Signal* reports: Fine weather until the 18th inst., then easterly winds, rough seas, and squalls.

The German str. *Madeleine Rickmers* reports: Fine weather and smooth sea with light and moderate winds from E. to S. Heavy fog out-side port.

The British str. *Amara* reports: Light variable winds and fog to Tung Yung; thence to port moderate N.E. monsoon and cloudy weather.

VESSELS PASSED ANJER.

March 31, British str. *Islander*, Wright, from Christmas Island for Singapore.

March 31, Dutch str. *Madang*, Klein, Feb. 18, from Rotterdam for Batavia.

March 31, British str. *Empress of Japan*, from Fromante for Bangkok.

March 31, British str. *Kennon*, Conrad, Mar. 31 from Batavia for Rotterdam.

April 4, British str. *Oceania*, Barker, April 4, from Batavia.

April 4, German str. *Bergedorf*, Saegert, April 2, from Tjilatjap for Batavia.

April 4, Dutch str. *Amboina*, Zeilinga, Feb. 27, from Amsterdam for Batavia.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"LOWTHER CASTLE" ... 19th April.

"SAGAMI" ... 20th May.

"HINDUSTAN" ... 6th June.

"ERROLL" ...

For Freight and further information, apply to DODWELL & CO. LTD., Agents.

Hongkong, 12th April, 1905. 283

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above ports TOMORROW, the 21st inst., at 9 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 18th April, 1905. 1026

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA," Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 22nd April, at NOON, taking passengers and cargo for the above ports in connection with the Company's ss. "Makarla," 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R. M. S. "Macedonia," due in London on the 4th June, 1905.

Freight will be received at this Office until 6 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, 10th April, 1905.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

THE Company's Steamship

"BORNEO," Captain E. T. Mable, will be ready to load for the above ports on MONDAY, the 24th inst.

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 19th April, 1905. 1033

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong II, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

SECTIONS.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B.R.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	SIMLA	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	On 23rd inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CYDON	Brit. str.	—	C. F. Lockston, R.N.E.	P. & O. S. N. Co.	About 20th inst.
AMSTERDAM, LONDON & ANTWERP	BENALDER	Brit. str.	1 m.	McIntosh	GIBR, LIVINGSTON & CO.	On 15th May.
AMSTERDAM, LONDON & ANTWERP	KASOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 25th inst.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 9th May.
AMSTERDAM, LONDON & ANTWERP	DARDANUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd May.
AMSTERDAM, LONDON & ANTWERP	CALCHARS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 6th June.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th June.
MARSEILLES, &c. VIA PORTS OF CALL	ARMAND BEHIC	Fren. str.	—	Guionnet	MESAGERIES MARITIMES	On 2nd May, at 1 P.M.
BREMEN, VIA PORTS OF CALL	P. E. FRIEDRICH	Ger. str.	—	E. Prehn	MELCHERS & CO.	On 26th inst., at Noon.
HAVRE, BREMEN & HAMBURG	SILSINA	Ger. str.	—	Bahle	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	NASSOVA	Ger. str.	k. w.	Cautiery	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG	SHIBA	Ger. str.	k. w.	Jacob	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	SLATONIA	Ger. str.	k. w.	Madeon	HAMBURG-AMERIKA LINIE	On 2nd May.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	k. w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 10th May.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	k. w.	Jaburg	HAMBURG-AMERIKA LINIE	On 30th May.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 13th June.
TRISTE, &c. VIA SINGAPORE, &c.	TRISTE	Aus. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 24th June.
GENOA, MARSEILLES & LIVERPOOL	ALCINUS	Brit. str.	1 m.	Mistrorigo	SANDER, WIELER & CO.	On 1st May.
GENOA, MARSEILLES & LIVERPOOL	LAERTES	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
GENOA, MARSEILLES & LIVERPOOL	DRACULON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th May.
NEW YORK, VIA PORTS & SUEZ CANAL	LOWTHER CASTLE	Brit. str.	—	Burnett	STANDARD OIL CO.	On 20th June.
NEW YORK VIA PORTS & SUEZ CANAL	HUDSON	Brit. str.	—		A. H. Kenrick, R.N.E.	About 19th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLE	Brit. str.	—		P. & O. S. N. Co.	On 30th inst. P.M.
NEW YORK VIA SUEZ	NUBIA	Ger. str.	k. w.		SHewan, TOME & CO.	About 15th May.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	1 m.	Habel	GIBR, LIVINGSTON & CO.	On 25th May.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TERMONT	Aus. str.	—	T. W. Garlick	CANADIAN PACIFIC R. CO.	On 10th May.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	NINGCHOW	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 25th inst.
PORTLAND, OREGON	NUMANTIA	Brit. str.	1 m.		DODWELL & CO., LTD.	On 21st May.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 27th inst., at Daylight.
AUSTRALIAN PORTS	PRINZ WALDEMAR	Ger. str.	—		BUTTERFIELD & SWIRE	On 22nd inst.
KOBE	EMPEROR	Brit. str.	—		MELCHERS & CO.	On 2nd May, at Noon.
TSINGTAO, CHEFOO & TIENSIN	TSINGTAO	Brit. str.	—		GIBR, LIVINGSTON & CO.	On 6th May, at Noon.
SWATOW, CHEFOO & TIENSIN	SWATOW	Brit. str.	—		BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	CHUSAN	Brit. str.	—		JARDINE, MATHESON & CO.	On 27th inst., at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	CLARA JOSEPH	Ger. str.	—		P. & O. S. N. CO.	On 28th inst., at 4 P.M.
SHANGHAI YOKOHAMA & KOBE	MARIE VALERIE	Aus. str.	—		JARDINE, MATHESON & CO.	On 29th inst., at 4 P.M.
NINGPO & SHANGHAI	HANGRANG	Brit. str.	—		OSAKA SHOSEN KAISHA	On 23rd inst., at 8 A.M.
TAMSUI VIA SWATOW & AMOY	FRITZSJO	Ger. str.	—		JARDINE, MATHESON & CO.	On 30th inst.
ANPING VIA SWATOW & AMOY	PROTEUS	Ger. str.	—		OSAKA SHOSEN KAISHA	On 3rd May.
AMOY STRAITS & RANGOON	B. B. FERDINAND	Ger. str.	—		JARDINE, MATHESON & CO.	On 23rd inst., at Daylight.
SWATOW, AMOY & FOOCHOW	PUNDUA	Brit. str.	2 h.		DOUGLAS, LAPRAIK & CO.	On 24th inst., at Daylight.
SWATOW & SHANGHAI	HAITAN	Brit. str.	—		JARDINE, MATHESON & CO.	On 25th inst., at Daylight.
SWATOW, CHEFOO & TIENSIN	HINSHAN	Brit. str.	—		OSAKA SHOSEN KAISHA	On 26th inst., at Daylight.
SWATOW, CHEFOO & TIENSIN	WORANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 27th inst., at Daylight.
MANILA VIA AMOY	LOONGSAM	Brit. str.	—		OSAKA SHOSEN KAISHA	On 28th inst., at Daylight.
MANILA VIA AMOY	RUBI	Brit. str.	—		JARDINE, MATHESON & CO.	On 29th inst., at 9 A.M.
MANILA	ZAFIRO	Brit. str.	—		OSAKA SHOSEN KAISHA	On 29th inst., at 10 A.M.
CEBU	TAMING	Brit. str.	—		JARDINE, MATHESON & CO.	On 24th inst.
ILOLIO	SUNGKANG	Brit. str.	—		OSAKA	

